

THE ALBUQUERQUE CITIZEN

Published Daily and Weekly.

By The Citizen Publishing Company

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President.W. T. McCREIGHT,
Business Manager.

From January 1 to June 30, 1905, the cost of buildings constructed in Albuquerque, and of those contemplated, the plans of which are still in the hands of the architects, amounted to \$1,475,000. These are the figures for which the Surety Investment company have the items, and which The Citizen expects soon to publish.

EDITORS HELP MCGUIRE.

Delegate Bird S. McGuire, of Oklahoma, who is here a guest at the Raleigh, stated last evening that he proposes to introduce a bill for joint statehood for Oklahoma and Indian Territory as soon as congress assembles. There is great activity in the territory toward urging statehood upon the next session of congress without reference to Arizona and New Mexico.

"The sentiment for joint statehood in Oklahoma and Indian Territory," said Mr. McGuire, one of the most constant and influential in advancing the statehood propaganda, "is now nearly unanimous. A few wealthy interests, whose taxes under the territorial form of government are very small, but would be increased under statehood, are opposing the legislation. Outside of that there is general acquiescence in the plan for creating a joint state."

"The editors, who held their meeting a few weeks ago at Guthrie, have been helping our cause immensely. When these men saw the conditions, it convinced them of the necessity for speedy statehood legislation by congress. I suppose I have received 200 different editorials within the last few weeks denouncing the delay in legislation and calling for action at the next session."

The above is from the Washington Post of July 1st. It shows how the sensible people of those two territories got the National Editorial association to meet in Oklahoma about three weeks ago and to pass resolutions for joint statehood, and to resolve that Oklahoma and Indian Territory should go alone and cut loose from quarrelsome New Mexico and Arizona. It won't be done though. The whole territorial question must be settled at once and for ever, perhaps; so New Mexico and Arizona will surely be joined next winter. Let the anti take heed and get into the band wagon.

DO WOMEN "DAMN"?

It was charged in court recently against a rich woman of New York that she used the word "damn" in discharging an architect. The woman's denial was supported by the evidence of her husband.

The denial of this particular woman may be taken for what it is worth.

But it is true, nevertheless, that in certain social spheres supposed to move on a plane above that of the common people profane speech is held as a feminine accomplishment. Those who go behind the scenes—servants especially—know this to be true.

Besides, every little while some of these women forget and lapse. As for instance, a high-up dame who cursed her coachman for stopping at the wrong number. The air was made blue with private oaths. She desisted only when threatened with arrest by a policeman. "Damn!" Persons who know will tell you that with a certain set of society women it is the handiest adjective in all the vocabulary.

All of which is confirmation of the suspicion that what is sometimes termed the best society is not always in reality the best.

More than that. The leisure life led by some wealthy women appears to cause a sort of reaction from over-refinement to elemental brutishness. Swearing is the least vice of these "ladies."

The word "damn" is bad enough in the mouth of a decent sort of man. In the mouth of a woman it expresses a defilement unspeakable.

A woman who will habitually and flippantly use a profane expletive has crossed a line of demarcation. Almost anything may be expected from her. There may be self-respecting women who will use the word "damn" without thought of lowering themselves, or because it is the custom of the set.

The act passed by the last session of congress giving to the department of labor and commerce authority to send special agents abroad to investigate trade conditions with the object of promoting the foreign commerce of the United States became operative the first of the present month, and the department in making arrangements to take immediate advantage of its provisions. Within the next week or two five special agents selected for the mission will be sent abroad. The five agents chosen for the work are Charles M. Pepper, Harry R. Burrill, Raymond F. Crist, Dr. Edward Bedloe, and Professor Lincoln Hutchison of the University of California. Messrs. Burrill and Crist will go to the Orient. Professor Hutchison will go to South America and visit all the important seaports on the Atlantic and Pacific coasts of that continent. Mr. Pepper will go to Canada, and subsequently to Mexico. Dr. Bedloe will be sent to the West Indies, Venezuela and British, Dutch and French Guiana. It is expected that the investigation will be completed in the field by the close of the present year and that all the agents will have their final reports ready for congress in January.

During the year just closed boodlesism has had many a black eye. The work of city cleansing is a notable one. St. Louis has developed a civic conscience. Minneapolis has seen its shame and repented. Chicago still holds the gray wolves at bay. Even Philadelphia, that last refuge of scoundrels and habitat of respectable thieves, is awake to its best interests. And Cincinnati the worst bossed city of America, is straining at its bonds. These are most cheering signs of the times. It is one half of reform to make the people see corruption in such a way as to hate it.

Across the sea we have had a moving spectacle full of lessons. Underneath the oriflame of war flames the unrest of Russia's millions. Discontent and revolution add their horrors to the czar's domains. Why? Because of tyranny? Yes. And also because of dishonesty. Corruption has done its work. The rot of dishonesty permeates every phase of Russian life. It threatens not only the ruin of government but of commerce. Bribery is rampant. Graft attaches to every transaction. There is more than the lawlessness of the mob. There is the out-lawry of soldier and of priest and of merchant.

An American, J. G. Jenkins, who is relinquishing the premiership of South Australia in order to become the agent general for that state in London, will enjoy the distinction of being the first man who was born a citizen of the United States to represent a British colony in London. He is a native of Susquehanna county, Pennsylvania, and is said to have arrived in Australia as a canvasser for an American publishing house. He liked the country, settled there, became a naturalized British subject, was returned to the South Australian parliament, filled various ministerial offices and ultimately reached the premiership.

The Denver Post has taken up a fight that the editor of The Citizen began years ago. It is that in the case of the delay of trains, from any cause, the public shall be given the fact at once, as near as possible, instead of being put off from time to time and held in suspense, looking for arrival hours before such arrival is possible.

John R. McLean has resigned from the national democratic committee, and it is announced that the Cincinnati Enquirer, of which he is the owner, will become republican in politics.

The only water question now before the people, to judge by the water organ, is that of the watermelon.

WHAT A RAILWAY JOURNAL THINKS OF PAUL MORTON'S CASE From RAILWAY WORLD

We confess to a share in the general disappointment over the refusal of President Roosevelt to allow the officials of the Atchafalaya, Topeka & Santa Fe Railway company to be included in proceedings which are shortly to be brought for violation of an order of the circuit court forbidding the company from charging less than the published rates for the transportation of freight.

The facts of the "Atchafalaya Rebate Case" are familiar to readers of the Railway World. In 1901, in response to threats of independent railway construction from the mining and shipping interests located along the lines of the Atchafalaya, that company entered into an arrangement with the Colorado Fuel & Iron company, whose object was to supply coal to the El Paso & Southwestern railroad, which supplied the smelters at a reduced price. Although, as Mr. Paul Morton states in his letter to the president, the Colorado Fuel & Iron company was the only shipper of coal from that state over the Atchafalaya's lines, it was nevertheless thought necessary, presumably to forestall future competition, to make this agreement secret so far as concerned its essential feature. By the terms of the agreement, the El Paso & Southwestern paid the published rate of \$1.09 per ton at El Paso and Deming, and of this sum the Atchafalaya returned \$1.15 per ton to the Colorado Fuel & Iron company in payment for coal delivered at the mines. Another coal company attempting to compete with the Colorado Fuel & Iron company was compelled to pay the full rate of \$1.09 per ton as compared with \$2.24, the rate charged their favored competitor. The aggregate amount of these rebates was about \$1,000,000.

No defense can be made for this violation of the law, and none has been attempted. It is the grossest example of discrimination furnished in recent years. The officials who allowed it to continue in apparent defiance of their superiors' orders have not merely violated the law but have betrayed the best interests of their company.

Following the report of the federal commission, which brought out the facts stated, the president instructed Attorney General Moody to investigate the circumstances in order that appropriate action might be taken by the government. The attorney general appointed Mr. Judson Harmon and Mr. Frederick N. Judson as special counsel with instructions to investigate the case, ascertain in what respects the law had been violated, and recommend proceedings. After investigation the two attorneys reported that the conclusions of the Interstate Commerce Commission were fully sustained by the evidence, that the illegal agreement existed, and that "this plan and the way it was carried out (referring to the rebating scheme) plainly indicate an intention to deceive the government and the public, and to enable the fuel company to gain a monopoly of the coal supply at the points involved by giving them a strong advantage over competitors in the actual cost of transportation." On March 25, 1902, as a result of another suit against the Atchafalaya, that company and its officers, agents and servants had been perpetually enjoined from making any agreement to transport traffic at less than published rates. This order of the circuit court was plainly violated by the Atchafalaya, acting through its officers, and the special counsel recommend that contempt proceedings against both the corporation and its officers be instituted.

To such a course of action Attorney General Moody refuses his consent. He informs Messrs. Judson and Harmon that it had not been shown that the officials of the Atchafalaya had been guilty of conduct which would bring them in contempt of court, and he therefore directs that contempt proceedings should be brought against the corporation only. Entering a respectful protest against this decision, the special counsel withdrew from the case. The incident is closed for the present by the publication of a letter written by President Roosevelt to Mr. Paul Morton, the official under whose immediate direction the alleged illegal rebate arrangement was made. In which Mr. Morton is declared, by his statement that he had ordered the discontinuance of the agreement and that he was important that his orders had not been obeyed, to have completely cleared himself of all complicity in the illegal transaction. The president even goes so far as to address to Mr. Morton a strong personal endorsement and to congratulate him on his selection for another position of great responsibility and large opportunity for public service.

This decision of the administration in the Atchafalaya rebate case we believe to be ill-advised. If high officials of the Santa Fe, or of any other railroad, have been guilty of violation of the law, and this can be legally proven, then they should bear the consequences. If it cannot be so proven, the sooner they are cleared from public suspicion by a rigid legal investigation the better will be the opportunity of doing away with transportation abuses and public hostility to railway and like corporation interests. In our opinion the president should have all the more given encouragement to a full and immediate investigation of the responsibility of the Atchafalaya officials for the continuance of a contract declared to be illegal.

SOME STORIES WISE AND SOME OTHERWISE

Lawson's Notion of Chivalry.

Thomas W. Lawson was discussing bitterly an attack that had been made on him by a broker, says the Buffalo Enquirer.

"It was a chivalrous attack," he said. "It had the same spirit of chivalry that used to animate the words and deeds of old John Henry."

"I was born in Charlestown and John Henry had a farm in the neighborhood. He was tall and lean and round-shouldered. His manner was sullen and forbidding. He worked very hard. People said that he was rich."

"His wife was a little thin, wiry woman. She, too, was round-shouldered. She, too, worked hard. This couple were each about 60 years old. They had no children."

"And now about John Henry's chivalry."

"He came to Charlestown one day to buy a cow. He found finally the cow he wanted and the price, to his amazement, suited him. It was a good, low price, and yet the cow had not a blemish."

"There be no blemish on this cow?" said John Henry.

"Nary a blemish, John! the salesman said."

"How comes it you're sellin' her so reasonable?"

"Well, I'll tell you fair and square," said the salesman. "She don't milk good. She sometimes kicks, and kicks hard, when belted milked."

"Oh, that's no consequence," said John Henry. "The wife does the milkin'."

"Bob" Evans' Estimate of a Pew.

Bob Evans, better known as "Fighting Bob," never uses anything but plain, unadorned English. On one occasion when he was in port over Sunday he "shifted" into civilian's clothes and sauntered into one of the fashionable churches of the town.

Becoming a little impatient at the usher's slowness in showing him a sitting, he selected an empty pew in the center aisle of the church. He had not been seated for more than a minute when in came a whole family who, with Evans, took up every inch of elbow room. The situation made the pewholder a little irritable, and, giving expression to his feelings, he wrote the following on a slip of paper and handed it to Evans:

"I pay \$500 a year for the exclusive use of this pew. Evans read it hastily, and, taking a pencil from his pocket, jotted down the following reply:

"It's not worth it; you pay too much. Evans."

—Boston Herald.

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W. N. Tiffany and wife, and Mrs. Phillips, Phoenix, Ariz.
T. Wilson, E. E. Jones, J. S. O'Brien, Tucson, Ariz.
D. W. Fitzgerald, El Paso, Texas.
W. E. Jasquith and M. V. Warren and wife, Phoenix, Ariz.
C. L. Beckwith and family, Bisbee, Ariz.
Miss Hander, San Antonio, N. M.
Clyde T. Scott, Bisbee, Ariz.
D. M. Conway, El Paso, Texas.
T. S. Hubbell and wife and N. T. Armijo, Albuquerque, N. M.
W. J. Brimley and wife, Gila Bend, Ariz.
Miss Eliza Downey, Yuma, Ariz.
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A party from the Duke City took advantage of the cheap rates on the Santa Fe railway and spent the day yesterday in the cool and invigorating air of the Capital City. They say the benefit derived from the air in Santa Fe more than compensates for the inconvenience in making the trip. The party consisted of Misses Sarah Ross, L. May Donaldson, Ellen McClure, Ethel McClure, Ethel Hayden, and Mary H. Baskerville; R. P. Thompson and W. A. Skinner. They returned to Albuquerque today.—New Mexican.

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Don't forget to take along some of our 35c M. & S. coffee, at 25c.

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